MALAD CITY AIRPORT

This report describes how your pavement maintenance management program was developed. This program was developed as part of the Network Pavement Management Program project sponsored by the Idaho Transportation Department, Division of Aeronautics. The information and data contained in this report ensures you are in compliance with the requirements of Federal Aviation Administration (FAA) Grant Assurance Number 11 which states that any airport requesting federal funds for pavement improvement projects must have implemented a pavement maintenance management program (PMMP).

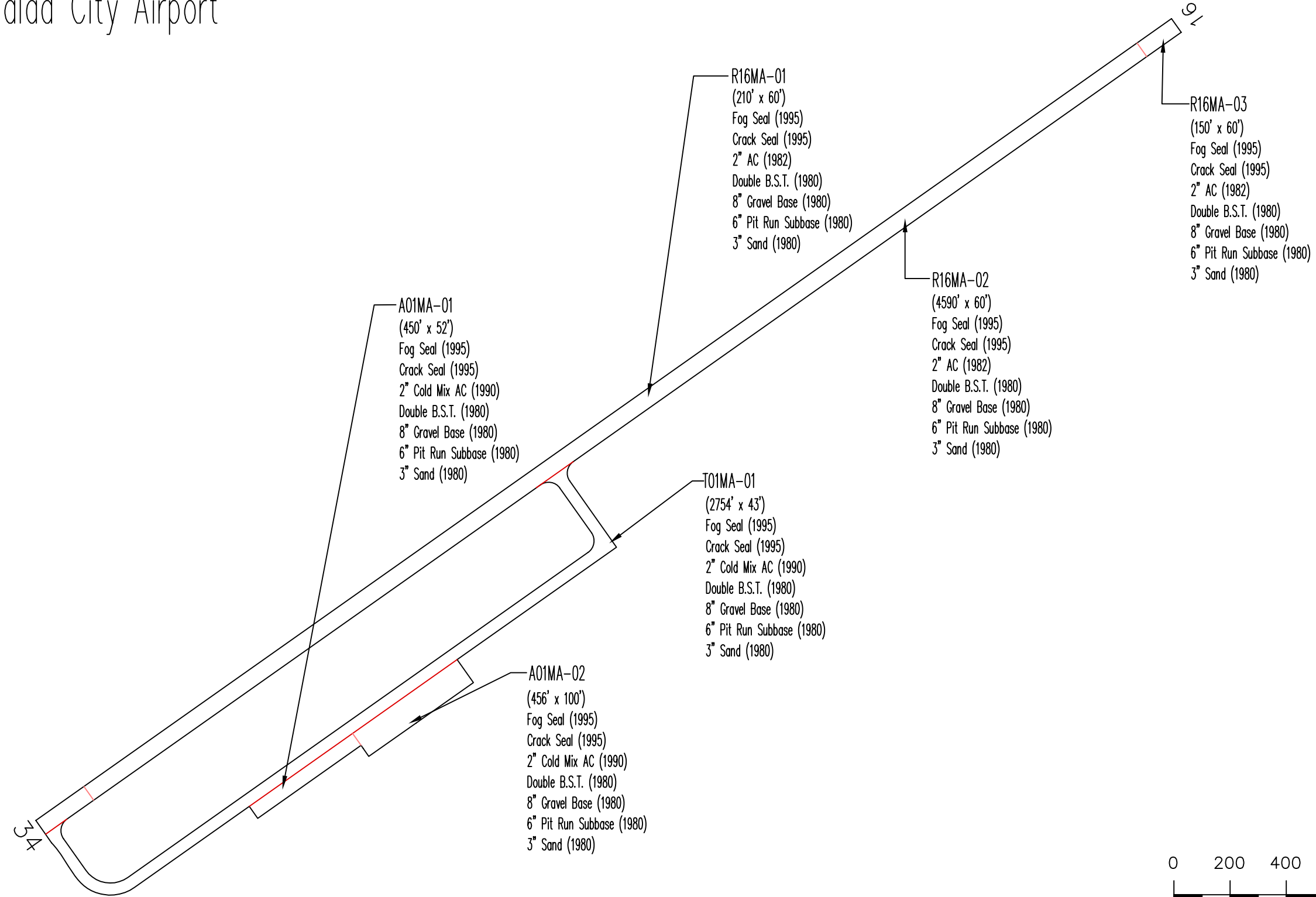
DATA COLLECTION

To determine how your pavements were constructed and their age, a records review was conducted. Figure MA-1 shows the records review results. This figure shows pavement boundaries, dimensions, pavement layer types, thicknesses and dates of construction. Table MA-1, provided in Appendix 1, contains the up-to-date cross-section information for each pavement section. The most recent construction date for each pavement can also be found in the Section Condition Report in Appendix 2. Figure MA-1, Table MA-1, and the information contained in Appendices 1 and 2 ensure that your airport complies with the “pavement inventory” requirement of FAA’s PMMP guidelines.

The pavements at your airport were divided into branches, sections and sample units in accordance with the methodology outlined in the current editions of FAA Advisory Circular AC:150/5380-6, *Guidelines and Procedures for Maintenance of Airport Pavements* and ASTM D5430, *Standard Test Method for Airport Condition Index Surveys*. The branches, sections and sample units established at your airport are shown in Figure MA-2. A Branch Condition Report showing all branches, their associated areas, and area-weighted average condition is provided in Appendix 2. Additionally, the Appendix 2 Section Condition Report provides information that the Micro PAVER pavement management software uses to define each branch and section.

Using the branch, section and sample unit divisions established, a visual condition survey was conducted at Malad City Airport on November 04, 2006. During the inspection pavement defects were identified and measured in accordance with the methodology outlined in FAA AC:150/5380-6 and ASTM D5430. Our inspection ensures your airport complies with the “detailed inspection” requirement of FAA’s PMMP guidelines. After collection, the data were entered into the Micro PAVER software for analysis. These data are reproduced in the Re-Inspection Report attached in Appendix 2. Photographs of typical distresses observed during the inspections are provided in Appendix 3.

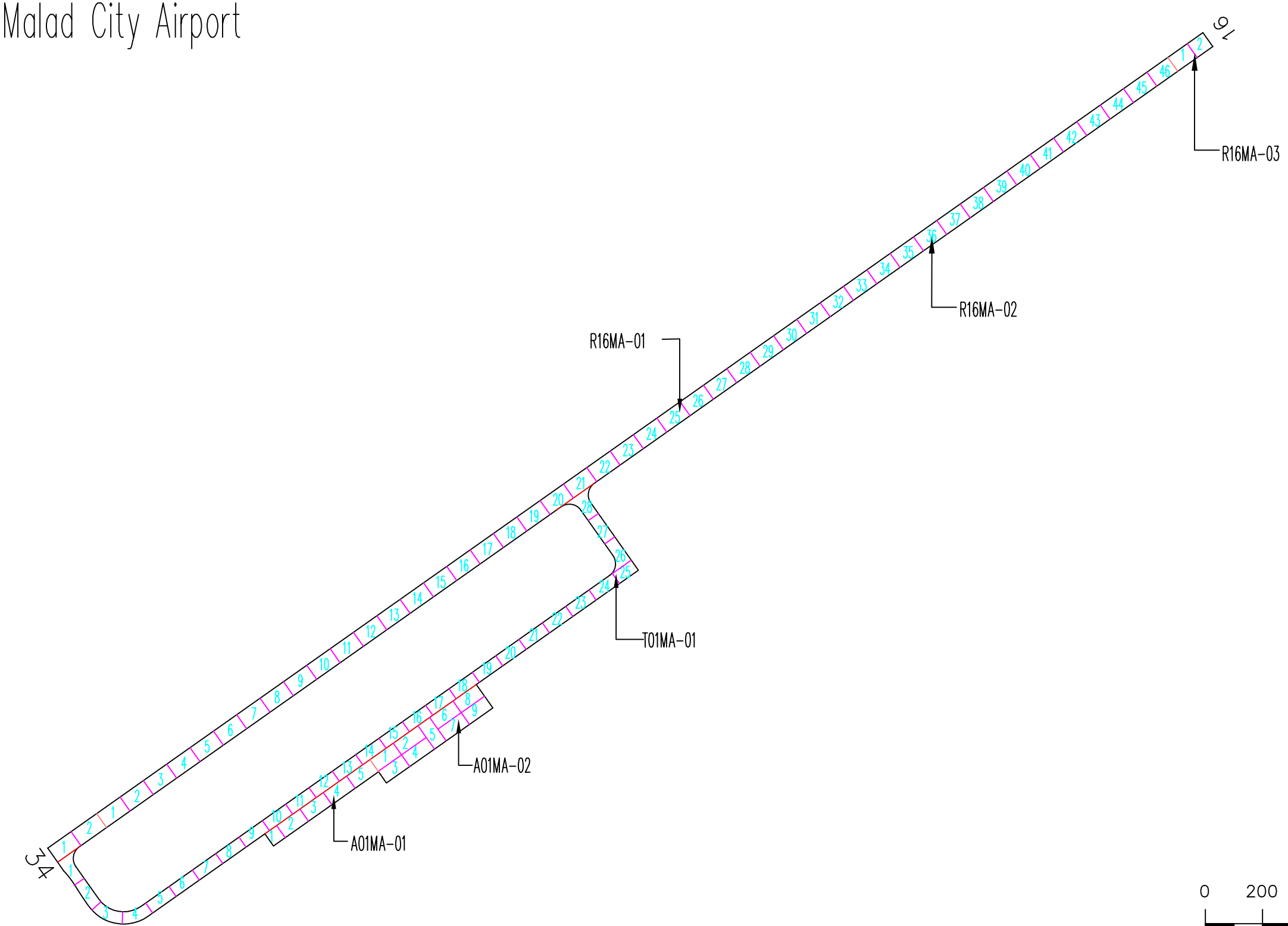
Figure MA-1. Airport Layout, Pavement and Dimensions Cross-Sections.
Malad City Airport



PAVEMENT CONSULTANTS INC.

Drawing Date: November 2006

Figure MA-2. Pavement Branch, Section and Sample Unit Layout.
Malad City Airport



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Drawing Date: November 2006

The Micro PAVER database updated during this project ensures your airport complies with the “record keeping and information retrieval” requirements of FAA’s PMMP guidelines.

RESULTS

Using the data collected during the visual inspection, the Micro PAVER software calculated a Pavement Condition Index (PCI) for each pavement section inspected by averaging the PCIs for inspected sample units. Using each section‘s PCI, a Pavement Condition Rating (PCR) was assigned. The PCIs and associated PCRs from this inspection are shown in Table MA-2. This table also contains projected PCIs for 2011 and 2016 based on pavement deterioration models developed by Micro PAVER using the inspection data from pavements in Idaho having the same surface types. The Branch Condition Report in Appendix 2 summarizes current pavement condition by branch while the Section Condition Report in Appendix 2 lists pavement condition by section. The current PCR is shown graphically in Figure MA-3.

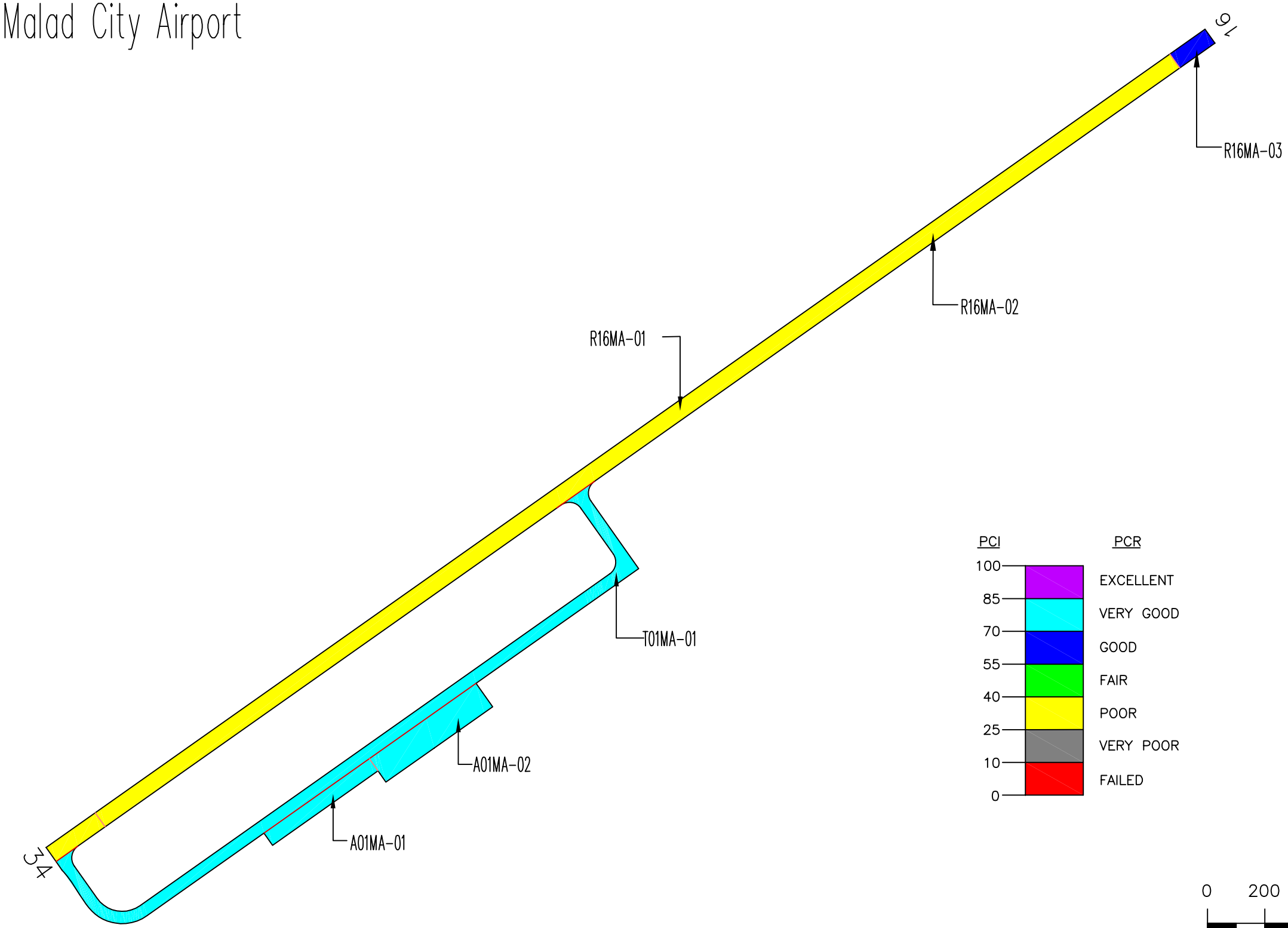
Table MA-2. Present and Future Pavement Condition Indices.

Branch	Section	2006		2011		2016	
		PCI	PCR	PCI	PCR	PCI	PCR
A01MA	01	73	Very Good	61	Good	50	Fair
A01MA	02	81	Very Good	74	Very Good	63	Good
R16MA	01	28	Poor	24	Very Poor	19	Very Poor
R16MA	02	35	Poor	30	Poor	25	Very Poor
R16MA	03	61	Good	45	Fair	37	Poor
T01MA	01	77	Very Good	63	Good	47	Fair

Section PCIs at the airport range from a low of 28 (a PCR of “Poor”) to a high of 81 (a PCR of “Very Good”). The area-weighted average PCI for all airport pavements is 51, corresponding to an overall PCR of “Fair”. Figure MA-4 shows how much pavement area is associated with each Pavement Condition Rating category and also shows pavement condition distribution from the inspections conducted in 1996 and 1999. A graphical representation of the projected PCRs presented in Table MA-2 is shown in Figure MA-5.

The primary distresses observed during the inspection were alligator cracking, longitudinal and transverse cracking, weathering/raveling, patching, and slippage cracking with isolated distresses of depressions.

Figure MA-3. Pavement Condition in 2006.
Malad City Airport



PCI	PCR
100	EXCELLENT
85	VERY GOOD
70	GOOD
55	FAIR
40	POOR
25	VERY POOR
10	FAILED
0	

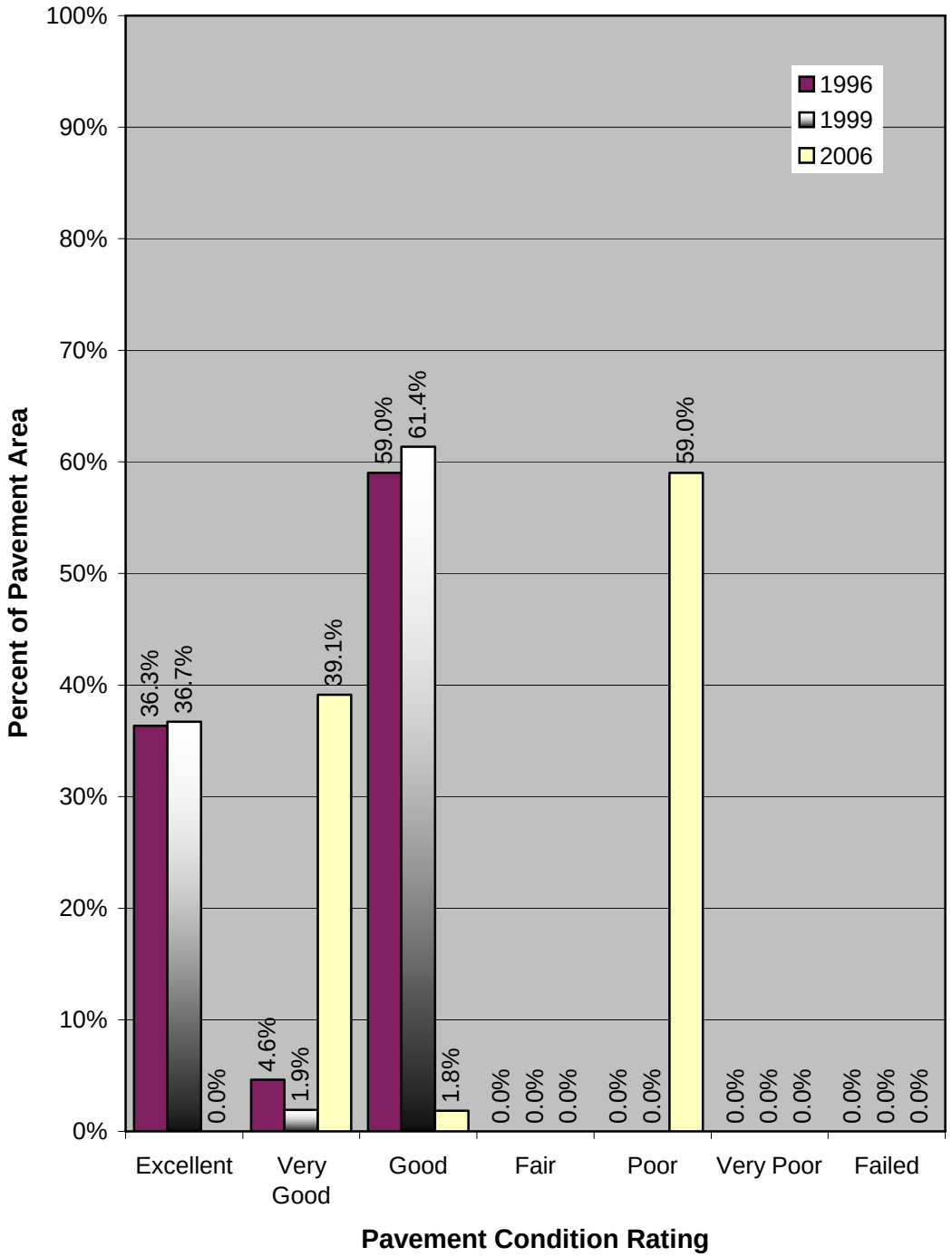
N

0 200 400 800

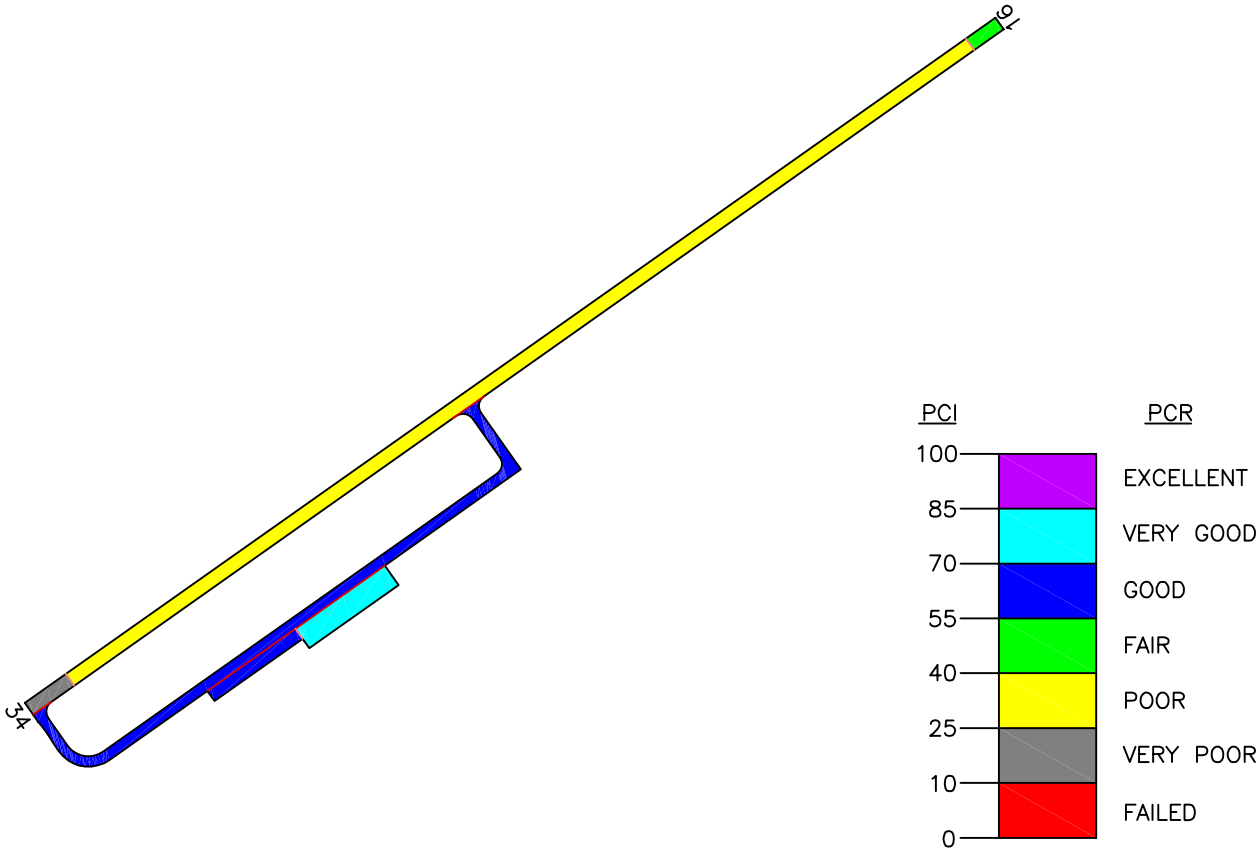
PAVEMENT CONSULTANTS INC.

Drawing Date: November 2006

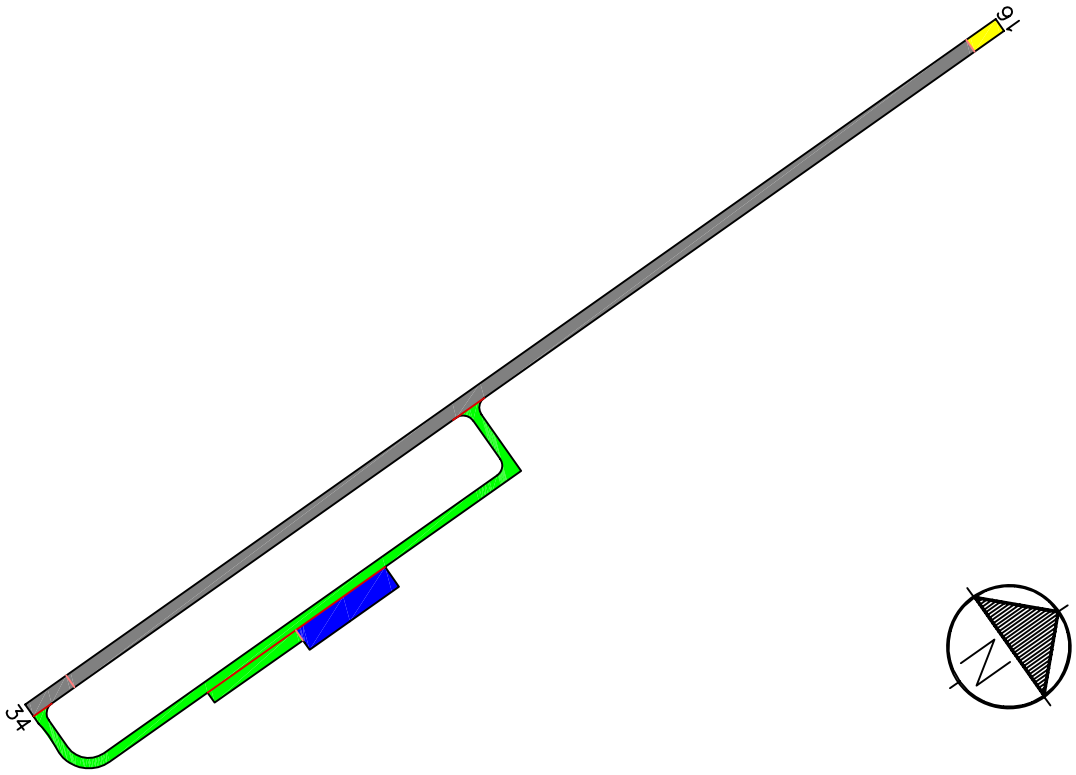
Figure MA-4. Distribution of Pavement Condition
Malad City Airport



Predicted Condition in 2011.



Predicted Condition in 2016.



Drawing Date: November 2006

Figure MA-5. Future Pavement Condition.

RECOMMENDATIONS

Data collected during the visual condition survey were used by the Micro PAVER software to generate the Network Maintenance Report contained in Appendix 4. This report identifies, for each pavement section, the recommended localized maintenance activities that should be completed to repair the defects observed during the visual inspection. The repair quantities identified in the report were extrapolated to cover the entire pavement section, based on the inspected sample units. If the repair activities identified are completed, the pavement deterioration rate will slow.

The localized maintenance activities to be applied are selected by the Micro PAVER software based on the Maintenance & Repair (M&R) policy established for the Idaho airport system. The report results indicate that, over the entire airport, the following quantities of localized maintenance are needed:

- 19,740 linear feet of asphalt concrete crack sealing.
- 45 square feet of asphalt concrete shallow patching.
- 45,265 square feet of asphalt concrete deep patching.

The Micro PAVER software also can identify and schedule recommended global (applied over an entire section) maintenance activities such as fog seals, slurry seals and other surface treatments, as well as major rehabilitation activities such as asphalt concrete overlays and complete reconstruction. To determine when a pavement section requires global maintenance or rehabilitation, Micro PAVER uses the pavement deterioration models developed during this project. These models are used to estimate future pavement condition and to schedule global maintenance and rehabilitation recommendations based on a trigger PCI.

During this project a 5-year program outlining recommended global maintenance and rehabilitation was developed. The program begins in 2007. These recommendations are presented in Table MA-3, which identifies the pavement section requiring rehabilitation, the year the action should be completed, the type of action, and an associated cost. This information is also presented graphically in Figure MA-6.

If the global maintenance or rehabilitation activities recommended in Table MA-3 are not completed, the localized maintenance activities identified in the Network Maintenance Report (Appendix 4) for that section should be completed. Additionally, for those sections not listed in Table MA-3 as requiring global maintenance or rehabilitation, the localized maintenance activities outlined in the Network Maintenance Report should be completed. By completing the localized maintenance activities, pavement condition is improved, life is extended, deterioration is slowed and the length of time until major repair or rehabilitation is required is increased.

Table MA-3. Five-Year Global Maintenance and Rehabilitation Plan.

Year	Branch	Section	Action	Area (sf)	Unit Cost ($/sf)	Total Cost ($)
2007	A01MA	01	Slurry Seal	23,400	$0.15	$3,510
	A01MA	02	Slurry Seal	45,600	$0.15	$6,840
	R16MA	01	Reconstruct with 2" AC, 6" Cr. Agg. Base	12,600	$2.14	$26,964
	R16MA	02	Reconstruct with 2" AC, 6" Cr. Agg. Base	275,400	$2.14	$589,356
	R16MA	03	2" AC Overlay	9,000	$1.00	$9,000
	T01MA	01	2" AC Overlay	121,851	$1.00	$121,851
					2007 Total	$757,521
					TOTAL	$757,521

INSPECTION SCHEDULE

To comply with the inspection schedule requirement of FAA Grant Assurance Number 11, a detailed visual inspection should be conducted every three (3) years using the methodology in FAA AC:150/5380-6 and ASTM D5430. The next scheduled detailed visual inspection should take place during 2009.

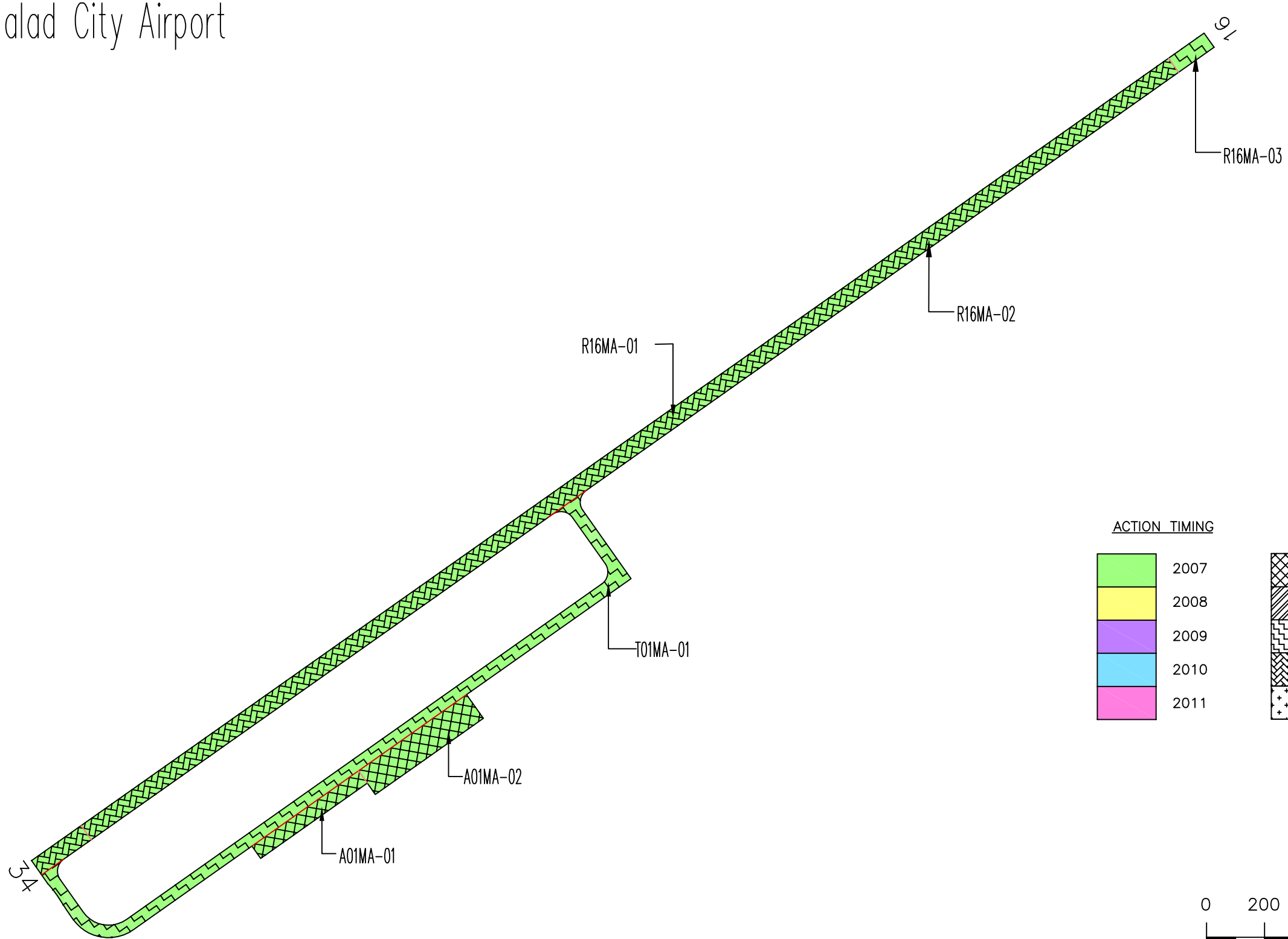
In addition, as part of the FAA-mandated pavement maintenance management program, a drive-by inspection must be conducted monthly to detect unforeseen or abrupt changes in pavement condition that have occurred since the last monthly inspection. Additionally, any maintenance activities completed during the previous month should be noted. The results of each drive-by inspection should be recorded and kept on file for five (5) years.

This inspection can easily be accomplished by driving your airport and recording your observations on the “Monthly Drive-By Inspection Form” provided as Figure MA-7. Each drive-by inspection should note the date of the inspection, any change in pavement condition, and an indication of any maintenance performed since the last drive-by inspection. A copy of each drive-by inspection report should be sent to Mr. William P. Statham at the Idaho Division of Aeronautics, P.O. Box 7129, Boise, ID 83709.

RECORD KEEPING

As part of the FAA-mandated pavement maintenance management program, you must record and keep on file for a minimum of five (5) years, complete information about all detailed pavement inspections and maintenance performed. The types of distress, their locations, and remedial actions, scheduled or performed, must be documented. The minimum information to be recorded is:

Figure MA-6. Five-Year Pavement Management Plan. Malad City Airport



Drawing Date: November 2006

PAVEMENT CONSULTANTS INC.

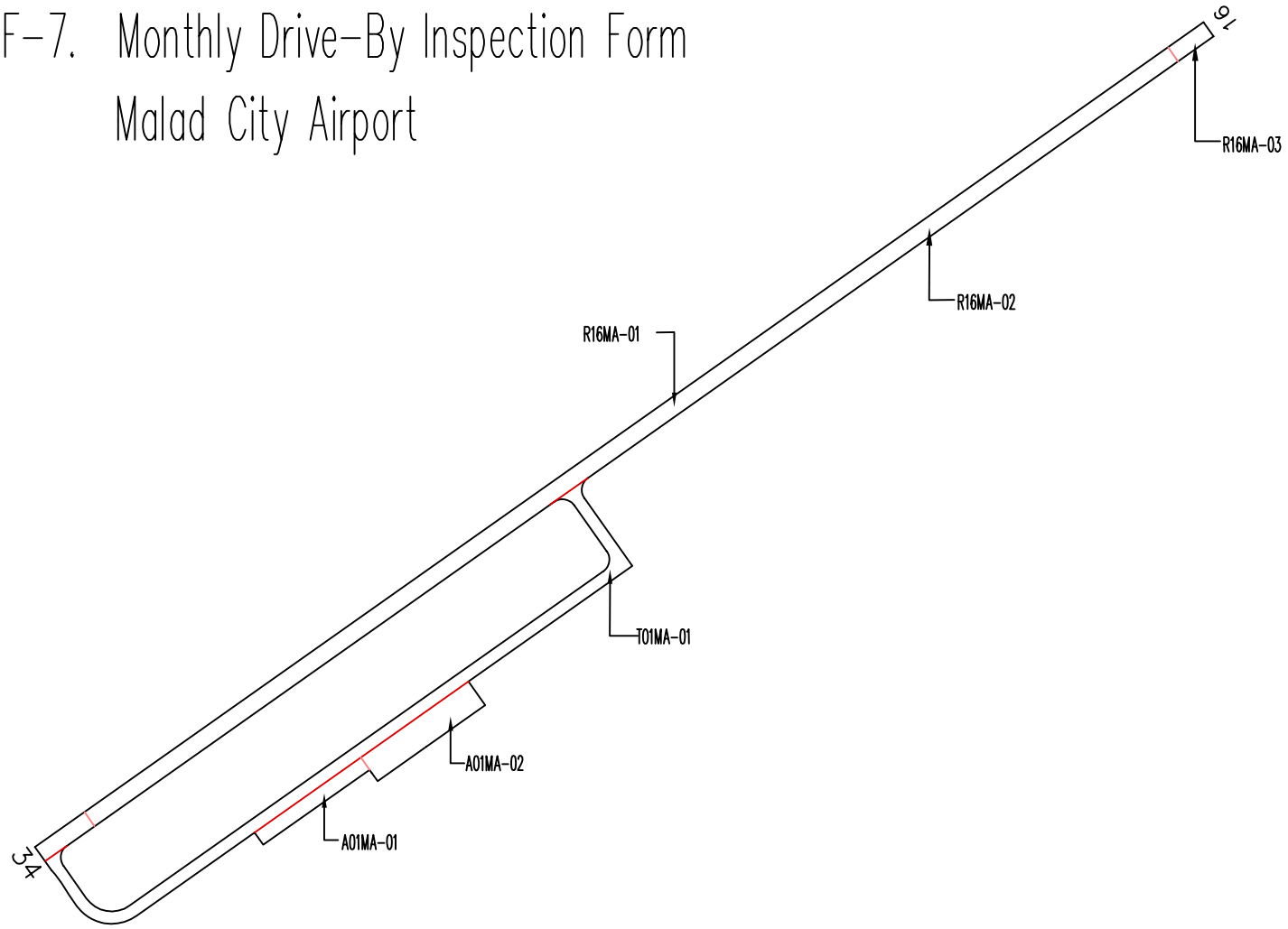
- Inspection date
- Location of pavement distress
- Distress types observed
- Type of maintenance scheduled or performed
- Date maintenance was performed

It would be useful to maintain documentation as to the type of maintenance completed such as engineering reports, drawings and specifications.

Note that you may use any form or record keeping you deem appropriate so long as the information and records produced by the pavement survey can be retrieved as necessary for any reports required by the FAA.

This report fulfills FAA's record keeping requirements. Additionally, this report and any subsequent information compiled by you will form the basis of the next detailed inspection and evaluation.

Figure BF-7. Monthly Drive-By Inspection Form
Malad City Airport



Inspection Date: _____

Inspected By: _____

Branch	Section	Maintenance Performed Since Last Inspection

Note any changed condition on drawing

Send a copy of the inspection report to:

Willaims P. Statham, Idaho Division of Aeronautics
P.O. Box 7129 / Boise, ID 83707-1129
Fax: (208) 334-8789

TABLE MA-1. PAVEMENT HISTORY REPORT

Airport Name: Malad Page: 1 of: 2

Date Prepared: 1-Feb-07

Feature No.	Soil Class	Subgrade Class	CBR	Subgrade Prep.	Frost Course	Subbase Course	Base Course	Surface Course	Overlay Course	Surface Treatment	Crack Seal
	Project Number			Date							
R16MA 1					3" Sand	6" Pit Run	8" Base	Double BST			
	Report			1980							
R16MA 1									2" AC Plant Mix		
	State/Local			1982							
R16MA 1										Fog Seal	Crack Seal
	Unknown			1995							
R16MA 2					3" Sand	6" Pit Run	8" Base	Double BST			
	Report			1980							
R16MA 2									2" AC Plant Mix		
	State/Local			1982							
R16MA 2										Fog Seal	Crack Seal
	Unknown			1995							
R16MA 3					3" Sand	6" Pit Run	8" Base	Double BST			
	Report			1980							
R16MA 3									2" AC Plant Mix		
	State/Local			1982							
R16MA 3										Fog Seal	Crack Seal
	Unknown			1995							
T01MA 1					3" Sand	6" Pit Run	8" Base	Double BST			
	Report			1980							
T01MA 1									2" AC Cold Mix		
	State/Local			1990							
T01MA 1										Fog Seal	Crack Seal
	Unknown			1995							
A01MA 1					3" Sand	6" Pit Run	8" Base	Double BST			
	Report			1980							
A01MA 1									2" AC Cold Mix		
	Unknown			1990							

TABLE MA-1. PAVEMENT HISTORY REPORT

Airport Name: Malad Page: 2 of: 2

Date Prepared: 1-Feb-07

Feature No.	Soil Class	Subgrade Class	CBR	Subgrade Prep.	Frost Course	Subbase Course	Base Course	Surface Course	Overlay Course	Surface Treatment	Crack Seal
	Project Number			Date							
A01MA 1										Fog Seal	Crack Seal
				1995							
A01MA 2									2" AC Cold Mix		
	State/Local			1990							
A01MA 2										Fog Seal	Crack Seal
	Unknown			1995							

Date: 5 /18/2007

Branch Condition Report

Pavement Database: NetworkID: MALAD

Branch ID	Number of Sections	Sum Section Length (Ft)	Avg Section Width (Ft)	True Area (SqFt)	Use	Average PCI	PCI Standard Deviation	Weighted Average PCI
A01MA (Apron 01 Malad)	2	906.00	76.00	69,000.00	APRON	77.00	4.00	78.29
R16MA (Runway 16/34 Malad)	3	4,950.00	60.00	297,000.00	RUNWAY	41.33	14.20	35.49
T01MA (Taxiway 01 Malad)	1	2,754.00	43.00	121,851.00	TAXIWAY	77.00	0.00	77.00

Branch Condition Report

Pavement Database:

Use Category	Number of Sections	Total Area (SqFt)	Arithmetic Average PCI	Average PCI STD.	Weighted Average PCI
APRON	2	69,000.00	77.00	4.00	78.29
RUNWAY	3	297,000.00	41.33	14.20	35.49
TAXIWAY	1	121,851.00	77.00	0.00	77.00
All	6	487,851.00	59.17	20.59	51.91

Date: 5 /18/2007

Section Condition Report

Pavement Database: *NetworkID: MALAD*

Branch ID	Section ID	Last Const. Date	Surface	Use	Rank	Lanes	True Area (SqFt)	Last Inspection Date	Age At Inspection	PCI
A01MA (Apron 01 Malad)	01	09/01/1995	AC	APRON	P	0	23,400.00	11/04/2006	11	73.00
A01MA (Apron 01 Malad)	02	09/02/1995	AAC	APRON	P	0	45,600.00	11/04/2006	11	81.00
R16MA (Runway 16/34 Malad)	01	08/01/1982	AC	RUNWAY	P	0	12,600.00	11/04/2006	24	28.00
R16MA (Runway 16/34 Malad)	02	08/01/1982	AC	RUNWAY	P	0	275,400.00	11/04/2006	24	35.00
R16MA (Runway 16/34 Malad)	03	08/01/1982	AC	RUNWAY	P	0	9,000.00	11/04/2006	24	61.00
T01MA (Taxiway 01 Malad)	01	09/02/1995	AAC	TAXIWAY	P	0	121,851.00	11/04/2006	11	77.00

Pavement Database:

Age Category	Average Age At Inspection	Total Area (SqFt)	Number of Sections	Arithmetic Average PCI	PCI Standard Deviation	Weighted Average PCI
11-15	**11.00**	**190,851.00**	**3**	**77.00**	**3.27**	**77.47**
21-25	**24.00**	**297,000.00**	**3**	**41.33**	**14.20**	**35.49**
All	**17.50**	**487,851.00**	**6**	**59.17**	**20.59**	**51.91**

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: MALAD Name: MALAD CITY AIRPORT

Branch: A01MA Name: Apron 01 Malad Use: APRON Area: 69,000.00SqFt

---

Section: 01 of 2 From: Taxiway 01 To: Section 02 Last Const.: 9/1/1995
Surface: AC Family: Idaho AC Aprons Zone: MLD Category: 5 Rank: P
Area: 23,400.00SqFt Length: 450.00Ft Width: 52.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 5 Surveyed: 3
Conditions: PCI:73.00 |

Sample Number: 03 Type: R Area: 5,200.00SqFt PCI = 77

48	LONGITUDINAL/TRANSVERSE CRACKING	L	133.03 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	132.03 Ft

Sample Number: 04 Type: R Area: 5,200.00SqFt PCI = 64

41	ALLIGATOR CRACKING	L	20.00 SqFt
45	DEPRESSION	L	40.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	187.05 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	186.05 Ft

Sample Number: 05 Type: R Area: 5,200.00SqFt PCI = 78

48	LONGITUDINAL/TRANSVERSE CRACKING	L	193.05 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	115.03 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: MALAD Name: MALAD CITY AIRPORT

Branch: A01MA Name: Apron 01 Malad Use: APRON Area: 69,000.00SqFt

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Section: 02 of 2 From: Section 01 To: Taxiway 01 Last Const.: 9/2/1995
Surface: AAC Family: Idaho AAC Aprons Zone: MLD Category: 5 Rank: P
Area: 45,600.00SqFt Length: 456.00Ft Width: 100.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 9 Surveyed: 5
Conditions: PCI:81.00 |

Sample Number: 02 Type: R Area: 5,000.00SqFt PCI = 79

48	LONGITUDINAL/TRANSVERSE CRACKING	L	272.07 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	30.01 Ft

Sample Number: 04 Type: R Area: 5,000.00SqFt PCI = 86

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.01 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	29.01 Ft

Sample Number: 06 Type: R Area: 5,000.00SqFt PCI = 82

48	LONGITUDINAL/TRANSVERSE CRACKING	L	203.05 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	23.01 Ft

Sample Number: 08 Type: R Area: 5,000.00SqFt PCI = 76

48	LONGITUDINAL/TRANSVERSE CRACKING	L	17.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	160.04 Ft

Sample Number: 09 Type: R Area: 5,000.00SqFt PCI = 81

48	LONGITUDINAL/TRANSVERSE CRACKING	L	186.05 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	80.02 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: MALAD Name: MALAD CITY AIRPORT

Branch: R16MA Name: Runway 16/34 Malad Use: RUNWAY Area: 297,000.00SqFt

---

Section: 01 of 3 From: Runway 34 End To: Section 02 Last Const.: 8/1/1982
Surface: AC Family: Idaho AC Runways Zone: MLD Category: 5 Rank: P
Area: 12,600.00SqFt Length: 210.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 2 Surveyed: 2
Conditions: PCI:28.00 |

Sample Number: 01 Type: R Area: 6,000.00SqFt PCI = 24

41	ALLIGATOR CRACKING	M	574.00 SqFt
45	DEPRESSION	L	16.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	349.09 Ft
55	SLIPPAGE CRACKING	N	357.00 SqFt

Sample Number: 02 Type: R Area: 6,600.00SqFt PCI = 31

41	ALLIGATOR CRACKING	M	560.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	70.02 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	360.09 Ft
55	SLIPPAGE CRACKING	N	63.00 SqFt

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: MALAD Name: MALAD CITY AIRPORT

Branch: R16MA Name: Runway 16/34 Malad Use: RUNWAY Area: 297,000.00SqFt

Section: 02 of 3 From: Section 01 To: Section 03 Last Const.: 8/1/1982
Surface: AC Family: Idaho AC Runways Zone: MLD Category: 5 Rank: P
Area: 275,400.00SqFt Length: 4,590.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 46 Surveyed: 6
Conditions: PCI:35.00 |

Sample Number: 01 Type: R Area: 6,000.00SqFt PCI = 21

41	ALLIGATOR CRACKING	L	60.00 SqFt
45	DEPRESSION	L	25.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	20.01 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	370.09 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	30.01 Ft
55	SLIPPAGE CRACKING	N	1,165.99 SqFt

Sample Number: 09 Type: R Area: 6,000.00SqFt PCI = 49

41	ALLIGATOR CRACKING	M	180.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.03 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	280.07 Ft

Sample Number: 17 Type: R Area: 6,000.00SqFt PCI = 31

52	WEATHERING/RAVELING	M	12.00 SqFt
41	ALLIGATOR CRACKING	M	298.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	M	485.12 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	H	120.03 Ft

Sample Number: 25 Type: R Area: 6,000.00SqFt PCI = 33

41	ALLIGATOR CRACKING	M	296.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	100.03 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	335.09 Ft
50	PATCHING	L	420.00 SqFt
52	WEATHERING/RAVELING	L	520.00 SqFt

Sample Number: 28 Type: R Area: 6,000.00SqFt PCI = 11

41	ALLIGATOR CRACKING	M	3,574.97 SqFt
50	PATCHING	L	1,103.99 SqFt
52	WEATHERING/RAVELING	M	2,799.98 SqFt

Sample Number: 45 Type: R Area: 6,000.00SqFt PCI = 64

41	ALLIGATOR CRACKING	H	12.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	92.02 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	311.08 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: MALAD Name: MALAD CITY AIRPORT

Branch: R16MA Name: Runway 16/34 Malad Use: RUNWAY Area: 297,000.00SqFt

---

Section: 03 of 3 From: Section 02 To: Runway 16 End Last Const.: 8/1/1982
Surface: AC Family: Idaho AC Runways Zone: MLD Category: 5 Rank: P
Area: 9,000.00SqFt Length: 150.00Ft Width: 60.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 2 Surveyed: 2
Conditions: PCI:61.00 |

Sample Number: 01 Type: R Area: 4,980.00SqFt PCI = 66

48	LONGITUDINAL/TRANSVERSE CRACKING	L	50.01 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	310.08 Ft

Sample Number: 02 Type: R Area: 4,020.00SqFt PCI = 55

41	ALLIGATOR CRACKING	M	17.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	15.00 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	400.10 Ft

Re-inspection Report

idaho2006
Report Generated Date: 5/18/2007
Site Name:

Network: MALAD Name: MALAD CITY AIRPORT

Branch: T01MA Name: Taxiway 01 Malad Use: TAXIWAY Area: 121,851.00SqFt

---

Section: 01 of 1 From: Runway 34 End To: Midfield Last Const.: 9/2/1995
Surface: AAC Family: Idaho AAC Taxiways Zone: MLD Category: 5 Rank: P
Area: 121,851.00SqFt Length: 2,754.00Ft Width: 43.00Ft
Shoulder: Street Type: Grade: 0.00 Lanes: 0
Section Comments:

Last Insp. Date11/4/2006 Total Samples: 28 Surveyed: 6
Conditions: PCI:77.00 |

Sample Number: 01 Type: R Area: 4,450.00SqFt PCI = 73

48	LONGITUDINAL/TRANSVERSE CRACKING	L	147.04 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	103.03 Ft
52	WEATHERING/RAVELING	H	10.00 SqFt

Sample Number: 07 Type: R Area: 4,300.00SqFt PCI = 55

41	ALLIGATOR CRACKING	L	200.00 SqFt
48	LONGITUDINAL/TRANSVERSE CRACKING	L	150.04 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	50.01 Ft

Sample Number: 13 Type: R Area: 4,300.00SqFt PCI = 93

48	LONGITUDINAL/TRANSVERSE CRACKING	L	86.02 Ft

Sample Number: 19 Type: R Area: 4,300.00SqFt PCI = 93

48	LONGITUDINAL/TRANSVERSE CRACKING	L	77.02 Ft

Sample Number: 24 Type: R Area: 4,300.00SqFt PCI = 68

48	LONGITUDINAL/TRANSVERSE CRACKING	L	58.01 Ft
48	LONGITUDINAL/TRANSVERSE CRACKING	M	232.06 Ft

Sample Number: 28 Type: R Area: 5,136.00SqFt PCI = 80

48	LONGITUDINAL/TRANSVERSE CRACKING	M	122.03 Ft
52	WEATHERING/RAVELING	L	52.00 SqFt

Section: R16MA-01
Alligator Cracking
Longitudinal/ Transverse Cracking
Slippage Cracking

Section: R16MA-02
Alligator Cracking
Longitudinal/ Transverse Cracking
Slippage Cracking
Weathering/ Raveling

Section: R16MA-03
Longitudinal/ Transverse Cracking

Section: T01MA-01
Longitudinal/ Transverse Cracking

Section: A01MA-02
Longitudinal/ Transverse Cracking

Section: A01MA-01
Longitudinal/ Transverse Cracking

NETWORK MAINTENANCE REPORT
MALAD CITY AIRPORT

Network	Branch	Section	Distress	Severity	Distress Quantity	Units	Action	Maint. Quantity	Units	Unit Cost	Total Cost
MALAD	A01MA	1	ALLIGATOR CR	L	30	SQFT	No Localized M & R	56	SqFt	$0.00	$0.00
MALAD	A01MA	1	DEPRESSION	L	60	SQFT	No Localized M & R	95.2	SqFt	$0.00	$0.00
MALAD	A01MA	1	L & T CR	L	770	FT	No Localized M & R	2,525.30	SqFt	$0.00	$0.00
MALAD	A01MA	1	L & T CR	M	650	FT	Crack Sealing - AC	649.7	Ft	$1.50	$974.51
										Total	$974.51
MALAD	A01MA	2	L & T CR	L	1,329.00	FT	No Localized M & R	4,357.70	SqFt	$0.00	$0.00
MALAD	A01MA	2	L & T CR	M	588	FT	Crack Sealing - AC	587.5	Ft	$1.50	$881.22
										Total	$881.22
MALAD	R16MA	1	ALLIGATOR CR	M	1,134.00	SQFT	Patching - AC Deep	1,273.50	SqFt	$2.60	$3,311.18
MALAD	R16MA	1	DEPRESSION	L	16	SQFT	No Localized M & R	36.1	SqFt	$0.00	$0.00
MALAD	R16MA	1	L & T CR	L	71	FT	No Localized M & R	229.7	SqFt	$0.00	$0.00
MALAD	R16MA	1	L & T CR	M	710	FT	Crack Sealing - AC	709.2	Ft	$1.50	$1,063.78
MALAD	R16MA	1	SLIPPAGE CR	N	420	SQFT	Patching - AC Deep	506.5	SqFt	$2.60	$1,316.86
										Total	$5,691.82
MALAD	R16MA	2	ALLIGATOR CR	H	92	SQFT	Patching - AC Deep	134.4	SqFt	$2.60	$349.34
MALAD	R16MA	2	ALLIGATOR CR	L	459	SQFT	No Localized M & R	549.2	SqFt	$0.00	$0.00
MALAD	R16MA	2	ALLIGATOR CR	M	33,270.00	SQFT	Patching - AC Deep	34,007.70	SqFt	$2.60	$88,420.17
MALAD	R16MA	2	DEPRESSION	L	192	SQFT	No Localized M & R	250.9	SqFt	$0.00	$0.00
MALAD	R16MA	2	L & T CR	H	1,148.00	FT	Crack Sealing - AC	1,147.80	Ft	$1.50	$1,721.70
MALAD	R16MA	2	L & T CR	L	2,388.00	FT	No Localized M & R	7,832.70	SqFt	$0.00	$0.00
MALAD	R16MA	2	L & T CR	M	13,629.00	FT	Crack Sealing - AC	13,628.10	Ft	$1.50	$20,442.38
MALAD	R16MA	2	PATCHING	L	11,659.00	SQFT	No Localized M & R	12,097.10	SqFt	$0.00	$0.00
MALAD	R16MA	2	SLIPPAGE CR	N	8,920.00	SQFT	Patching - AC Deep	9,304.00	SqFt	$2.60	$24,190.32
MALAD	R16MA	2	WEATH/RAVEL	L	3,978.00	SQFT	No Localized M & R	3,978.00	SqFt	$0.00	$0.00
MALAD	R16MA	2	WEATH/RAVEL	M	21,512.00	SQFT	No Localized M & R	21,511.60	SqFt	$0.00	$0.00
										Total	$135,123.91

NETWORK MAINTENANCE REPORT - continued
MALAD CITY AIRPORT

Network	Branch	Section	Distress	Severity	Distress Quantity	Units	Action	Maint. Quantity	Units	Unit Cost	Total Cost
MALAD	R16MA	3	ALLIGATOR CR	M	17	SQFT	Patching - AC Deep	37.6	SqFt	$2.60	$97.75
MALAD	R16MA	3	L & T CR	L	66	FT	No Localized M & R	213.3	SqFt	$0.00	$0.00
MALAD	R16MA	3	L & T CR	M	711	FT	Crack Sealing - AC	710.2	Ft	$1.50	$1,065.28
										Total	$1,163.03
MALAD	T01MA	1	ALLIGATOR CR	L	910	SQFT	No Localized M & R	1,035.30	SqFt	$0.00	$0.00
MALAD	T01MA	1	L & T CR	L	2,358.00	FT	No Localized M & R	7,733.40	SqFt	$0.00	$0.00
MALAD	T01MA	1	L & T CR	M	2,308.00	FT	Crack Sealing - AC	2,307.10	Ft	$1.50	$3,460.67
MALAD	T01MA	1	WEATH/RAVEL	L	237	SQFT	No Localized M & R	236.6	SqFt	$0.00	$0.00
MALAD	T01MA	1	WEATH/RAVEL	H	46	SQFT	Patching - AC Shallow	45.5	SqFt	$1.30	$59.14
										Total	$3,519.81
										TOTAL	$147,354.30